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GULFPORT

THE GATEWAY TO
PANAMA





BIRD'S EYE VIEW BUSINESS SECTION OF GULFPORT



ASSEMBLY HALL GULFPORT COMMERCIAL UNION

GULFPORT

M I S S I S S I P P I

THE GATEWAY TO PANAMA



C O M P I L E D B Y

B. C. COX, SECRETARY OF THE GULFPORT COMMERCIAL UNION

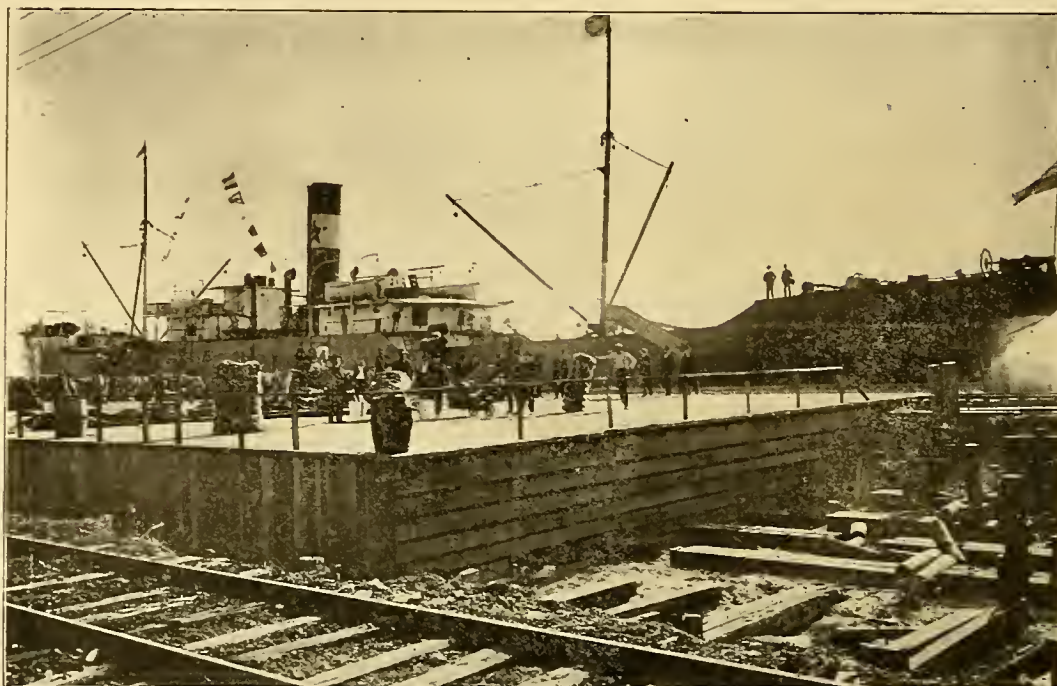
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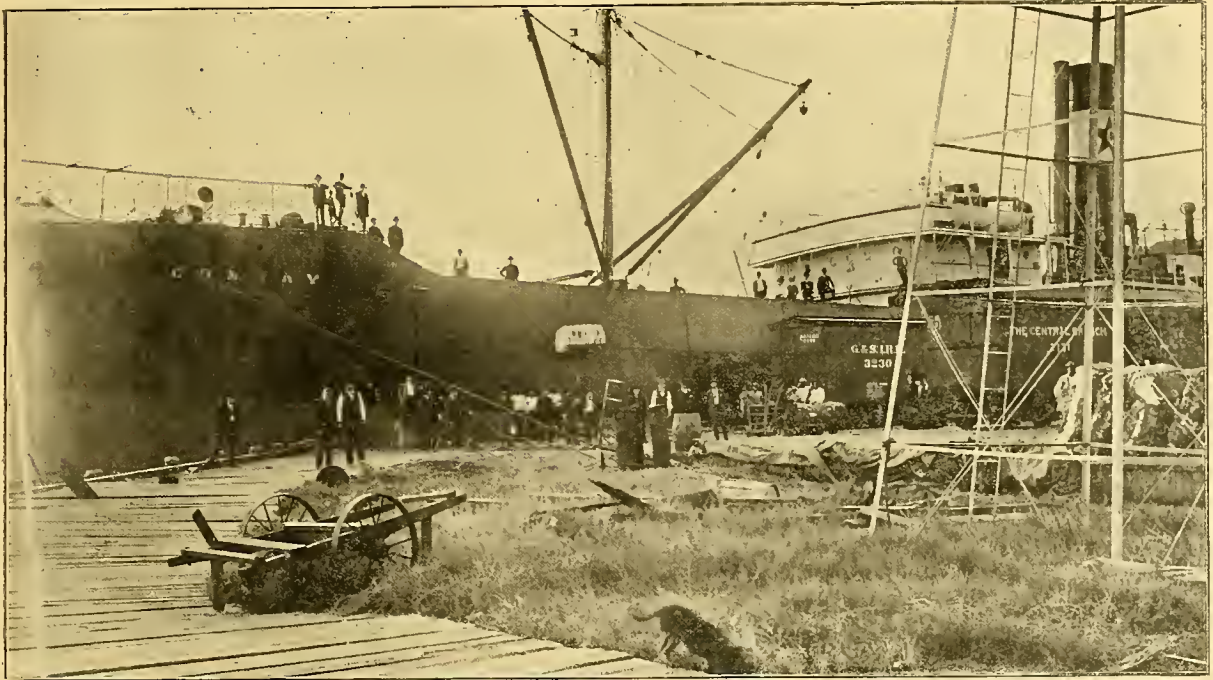
BRITISH STEAMSHIP CONWAY
Loading Cotton at Gulfport for Havre and Liverpool



INTERIOR CAPTAIN'S CABIN S. S. CONWAY



STORING COTTON IN HOLD OF SHIP
AT GULFPORT



THE FIRST SHIP TO LOAD COTTON AT GULFPORT, DECEMBER, 1908



GULFPORT

THE GATEWAY TO PANAMA

Gulfport is the newest of "Uncle Sam's" Ports. It is situated on the Gulf of Mexico, half way between New Orleans and Mobile, being seventy miles equally distant from both.

Now, in the first place, there is a reason for Gulfport's being built at exactly the spot or place where it is situated; it was not located by mere chance; the reason for its existence and its location is founded on the fact that twelve miles from the mainland is Ship Island; on the landward side of this island is one of the largest and best harbors in the world perfectly land-locked and perfectly safe from storms and cyclones. This deep

harbor reaches within eight miles of the mainland, and then the water gets too shallow to allow large steamships to come in to the mainland.

As early as 1854 a railroad was chartered from Chicago to this port, and the United States Government built a million-dollar fort on the west end of Ship Island. (Here also Pack-ingham's fleet in the War of 1812 found a safe place to anchor pending their attack on the City of New Orleans); but the Civil War came on and Northern Capital did not seek Southern investment to any extent and the Chicago & Gulf Railway was abandoned and our beautiful coast

remained as it was until Northern millions represented in the person of Captain J. T. Jones, of New York, conceived and built a seven-mile channel 310 feet wide and 21 feet deep at low tide into the mainland and dug an anchorage basin and built a pier out from the shore a distance of 5,300 feet, and today ships of every nationality approach the docks at Gulfport and unload from and load for the various ports of Europe, South American countries, Central American ports and the New England ports of our own country. From nothing, in the last twelve years we have built a city of ten thousand population, with



A PLEASURE PARTY AT GULFPORT



BLACK BASS

Over 8 feet long, weighs 442 pounds, landed by Capt. J. T. McDonald with an ordinary rod and reel, No. 24 tarpon line and Vanyleck hook. It required over two hours of angling to land.



UNLOADING TIMBER INTO THE ANCHORAGE BASIN



BOOMED TIMBER IN THE BASIN AWAITING SHIPMENT TO FOREIGN PORTS

a good sewer system, municipal water works, gas plant, paved streets, electric street car lines and interurban electric railway connecting us with other coast towns. Our city has just fairly begun to grow.

THE NEXT FIVE YEARS ARE GOING TO BRING GREAT THINGS; the past five years have witnessed the greatest industrial development ever seen in a city of Mississippi. Just a few years ago we did not have a post-office, and today we have a city with ten thousand population with free city delivery and post boxes on the street corners and a sub-postoffice inside of the city limits in North Gulfport, while Gulfport has been made the central office for long and various Rural Free Delivery Routes.

Has Gulfport any Advantages Over Other Ports on The Gulf?

Decidedly it has; Gulfport is 32 miles nearer the Gulf than Mobile and 110 miles nearer than New Orleans. In other words, take a fruit ship from South American ports and it is about 24 hours shorter route to Chicago and Northern markets

through Gulfport than by New Orleans. It is a well-known fact, also, that fruit, after being on salt water, when striking fresh water, as it does coming up the Mississippi River for a distance of 110 miles to New Orleans, begins to rot, whereas if the entire trip could be made on salt water to the point of railroad transportation thousands of dollars could be saved annually. Now, when a boat reaches the docks in New Orleans it unloads in the landing stations on the levee top and then the fruit has to be trucked out to the waiting cars, with an additional expense of handling and bruising, while at Gulfport the fruit can be lifted directly from the ship to the waiting cars which stand in four feet of the ship's side and then by way of Gulfport it can be in Chicago and Northern markets many hours sooner than by way of other ports. Thus you can readily see why our city is growing, and why railroads are securing charters and rights-of-way to our port. Another distinct advantage possessed by Gulfport is that, after the Panama Canal is opened, we will be a port of entry for ships from Japan and China. Five

new railways have secured charters to Gulfport in the last twenty-four months, one of which has secured its terminal and bought its right-of-way. This means that when the Panama Canal is opened Gulfport is going to be one of the greatest cities in the South. The present facilities for carrying freight from Gulfport are the Louisville & Nashville Railroad and the Gulf & Ship Island. We have a \$40,000.00 Union Depot and 18 passenger trains daily.

Schools and Churches.

Gulfport has nine white churches, namely:

First and Second Baptist Churches.

First and Second Methodist Episcopal Churches.

Methodist Holiness Church.

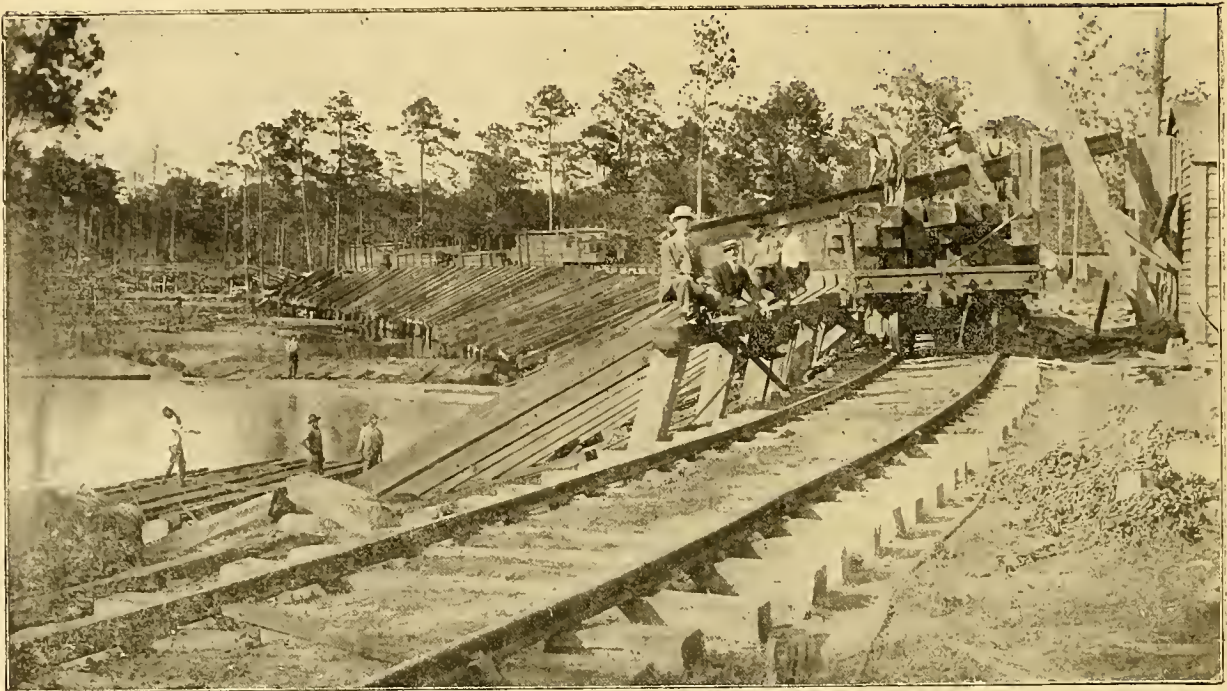
Catholic Church.

Episcopal Church.

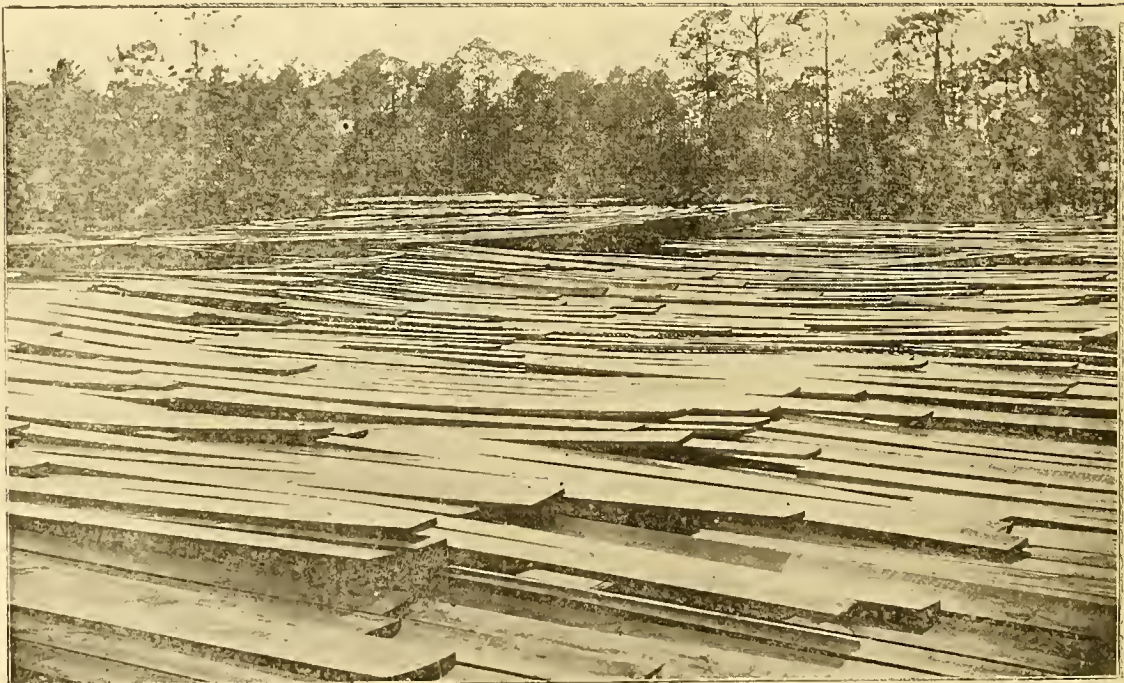
Christian Church.

Presbyterian Church.

In addition to this, there are six colored churches. All the above mentioned churches are domiciled in comfortable buildings, except the Christian Church, which does not own a



UNLOADING HEAVY SQUARE TIMBERS TO THE BURNS BOOM CO.,
FOUR MILES NORTH OF GULFPORT IN BAYOU BERNARD



SUNKEN TIMBER IN BAYOU BERNARD

This timber is sunk and covered with boards. The water preserves it until such time as it is shipped.



RAFTING SQUARE TIMBER INSIDE THE BASIN PREPARATORY TO LOADING ON SHIP.

building as yet, but contemplates building soon, while the First Methodist Episcopal and the First Baptist Churches have outgrown their present comfortable houses and have adopted plans to build in 1909 commodious brick structures to cost not less than \$30,000 each.

Schools.

We have absolutely one of the best Public School Systems in the South. The city has spent nearly \$100,000.00 on schoolhouses and equipments. The schoolhouses are steam-heated, good gymnasiums, playgrounds and nine months' school. The city has built a large Central School and has since then built the Ward Schools shown in the accompanying cuts.

In addition to the Public Schools, the Catholic Church maintains a good school. There are five Public School buildings in the city for white children, besides the Catholic Convent, and nearly 2,000 children in the schools in December, 1908. In addition to this, the city built a \$3,000.00 school for the negroes, which is maintained as a public school and run for

the same length of time as the white schools are. No better curriculum is maintained in any of the schools of the country than is in this city. The city makes it a point to pay good salaries to the teachers, thereby insuring the highest degree of efficiency. A diploma from the Central School, which goes through the tenth grade, admits the pupil into any college in this State without further examination.

Trucking and Farming Near Gulfport.

Our soil is a sandy loam with clay subsoil. With our splendid climate any of the semi-tropical fruits grow in abundance. Anything that can be grown in most any climate can be grown at a profit here. No better investment could be made than in the farm lands of South Mississippi. Their values are increasing steadily, but as to what this country will produce, I will let the farmers speak for themselves. One of our leading truck farmers living about four miles from Gulfport says: "There is not an acre of land here that won't produce \$200, plant it any way you please. On our farm we grew some crop continuously throughout the year. Four crops from

each acre, all on the same land. Two crops first of radishes, one of tomatoes and one of cowpeas. Our first year here was a great year and our books will show what we made on radishes."

Here are the figures on the first three cars that they shipped:

On 22 barrels radishes, net.....	\$250.83
On 26 barrels radishes, net.....	162.40
On 62 barrels radishes, net.....	504.14

Total on 110 barrels.....\$917.42 and as the radish crop runs from 50 to 90 barrels to the acre, it will readily be seen how profitable was the acreage on these 110 barrels, aggregating \$917.42.

This gentleman further states that off of one and three-quarters acres that had been cultivated about seven years previous to his buying the place he realized in one season \$786. This gentleman hails from Ohio. The first year he bought 23 acres and rented 20 acres more. He paid for his 23 acres the first year with the products raised thereon; the second year he built his home with the products from his small farm. This is only an instance of dozens that we could



ON THE WEST SIDE OF THE ANCHORAGE BASIN.



PILING IN THE BASIN AT GULFPORT AWAITING SHIPMENT TO PANAMA.



VIEW OF THE ANCHORAGE BASIN.

cite you and we do not take his case because it is an exception to the rule, but because it is an average.

Another leading trucker who located in this section a few years ago says: "If the people of the North knew what was here, they would come down in droves. They do not believe you when you tell them these things, but if they will come and look they will be convinced."

One of the truckers, who keeps a strict account of his sales says: "I sold \$1,700.00 worth of okra, sweet pepper, tomatoes, cantaloupes, roasting ears, etc., off of a 25-acre piece of land in the local markets of Gulfport, Longbeach and Pass Christian after shipping season was over."

This sandy loamy soil also produces the finest sugar cane syrup imaginable. It is as clear as honey and is as delectable in every particular as maple syrup. An acre planted in sugar cane will pay at a minimum average \$175.00 per acre.

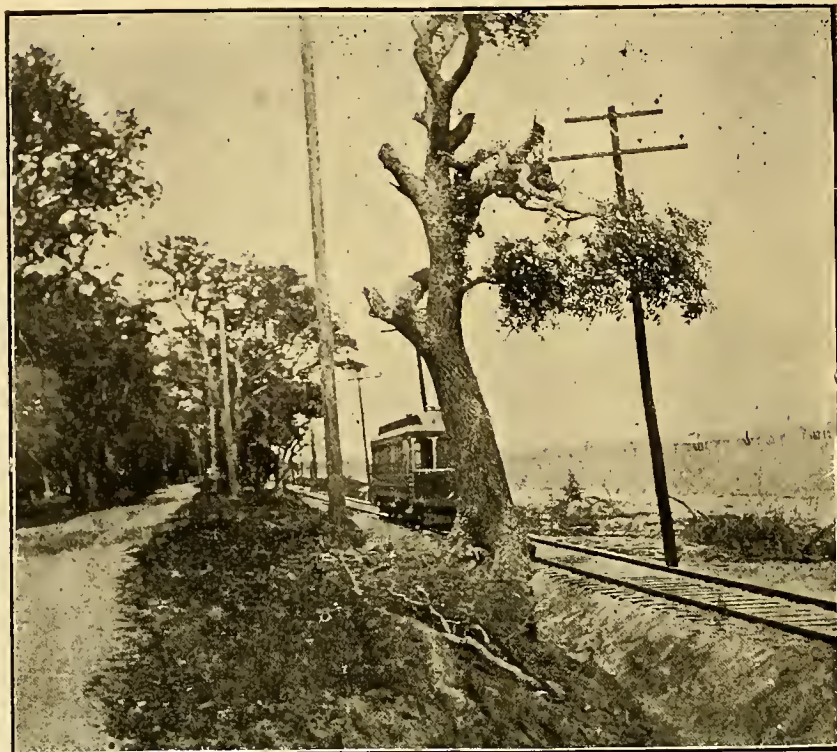
What we need is a larger community

of farmers and truckers. Land can be bought at a very reasonable rate, depending almost entirely on the distance from the city as to the price.

It is not generally known what our soil will produce. Oranges, grapefruit, Ponderosa lemons, figs and pecans are thoroughly adapted to our soil and climate. The Satsuma or kid glove orange grows splendidly here; it is seedless and sweet and one may peel it, parting the segments without spilling a drop of its luscious juice. It is medium in size and fine grained. On account of its earliness and attractive appearance and excellent quality, it brings a high price in the market. The Satsuma orange has a number of claims to popularity, which only require to be known to make its popularity widespread. In the first place, it comes to maturity early, and in the second place a tree will bear from 50 to 75 oranges to a tree the second year. The third year the trees will average 200 good, marketable oranges to the tree.

The largest Satsuma grove thus far on the coast, is that of 1,700 bearing trees on the Rose Farm, twelve miles from Gulfport, but each and every inhabitant can successfully engage in the culture of this fruit and each resident may easily gather his Christmas oranges ripe and succulent from his own trees and in his own yard, anywhere in South Mississippi, and oranges are being cultivated here more and more every year. There is practically no danger from freezing. We refer you to the government report about Satsuma oranges here.

In almost every yard along our beautiful coast one sees the orange tree. During the months of March and April these are white with fragrant blossoms, and from September to February they are laden with luscious fruit. There is no more lovely sight than orange trees in bloom or in fruit, and without either it is a thing of beauty with its shiny dark foliage; but the orange business is in its infancy and thousands of acres are lying idle



INTERURBAN STREET RAILWAY

Traverses 20 miles of the Beach front and is one of the prettiest trips in the country.

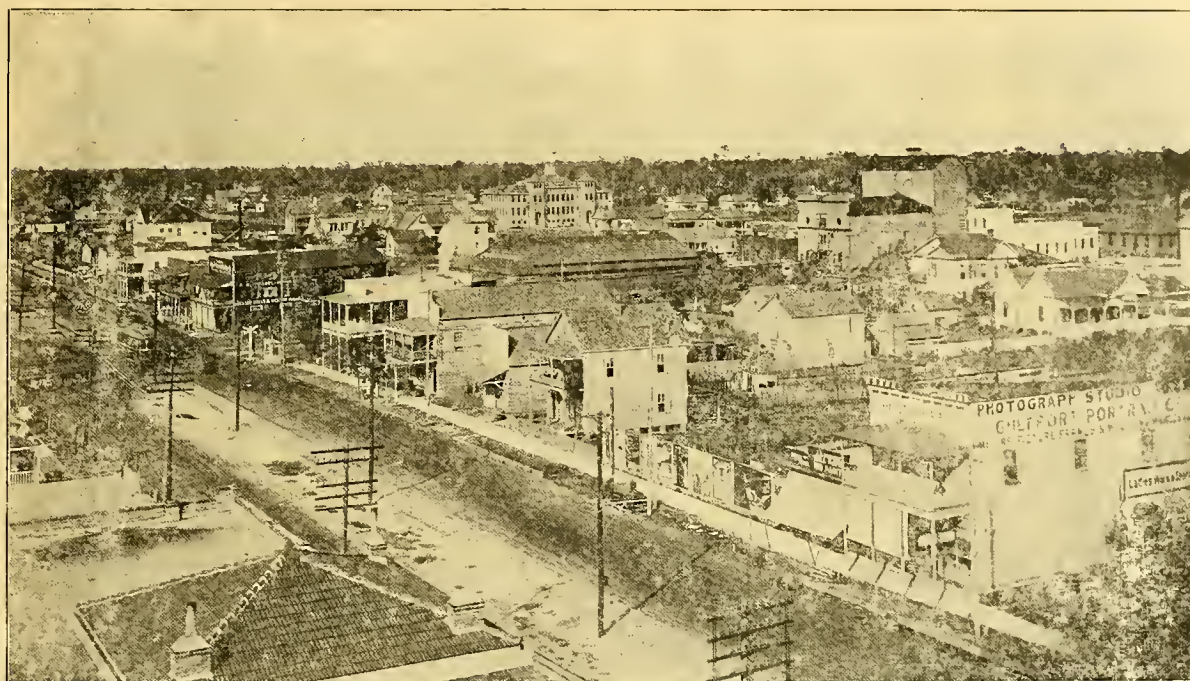


THIS SHARK

Was caught 14 miles out from Gulfport. It is a little over 13 feet in length.



OFFICE BURNS BOOM COMPANY



TWENTY-FIFTH AVENUE, LOOKING NORTH.

near Gulfport that could be put into paying Satsuma oranges at a small outlay of money.

Figs.

It has been thoroughly demonstrated that no better soil has been found for the raising of figs than is to be found here. Several of our fruit growers have planted large orchards of figs and the canning factories along this coast buy them at a good price and the demand is far in excess of the supply.

Pecans.

Great orchards of paper shell trees dot this entire Mississippi coast. Stuart, Schley, Pabst, Russell, Success, Jewett, Delmas and many others, all products of this region, are producing both nursery stock and nuts sold all over the United States. The nuts are various in form, sizes and meat; all are so thin in shell that you put two together and crack them in the palm of your hand. They are all meat, the partitions do not count, and in flavor they are so sweet, delicate and yet rich that they must be tasted to be ap-

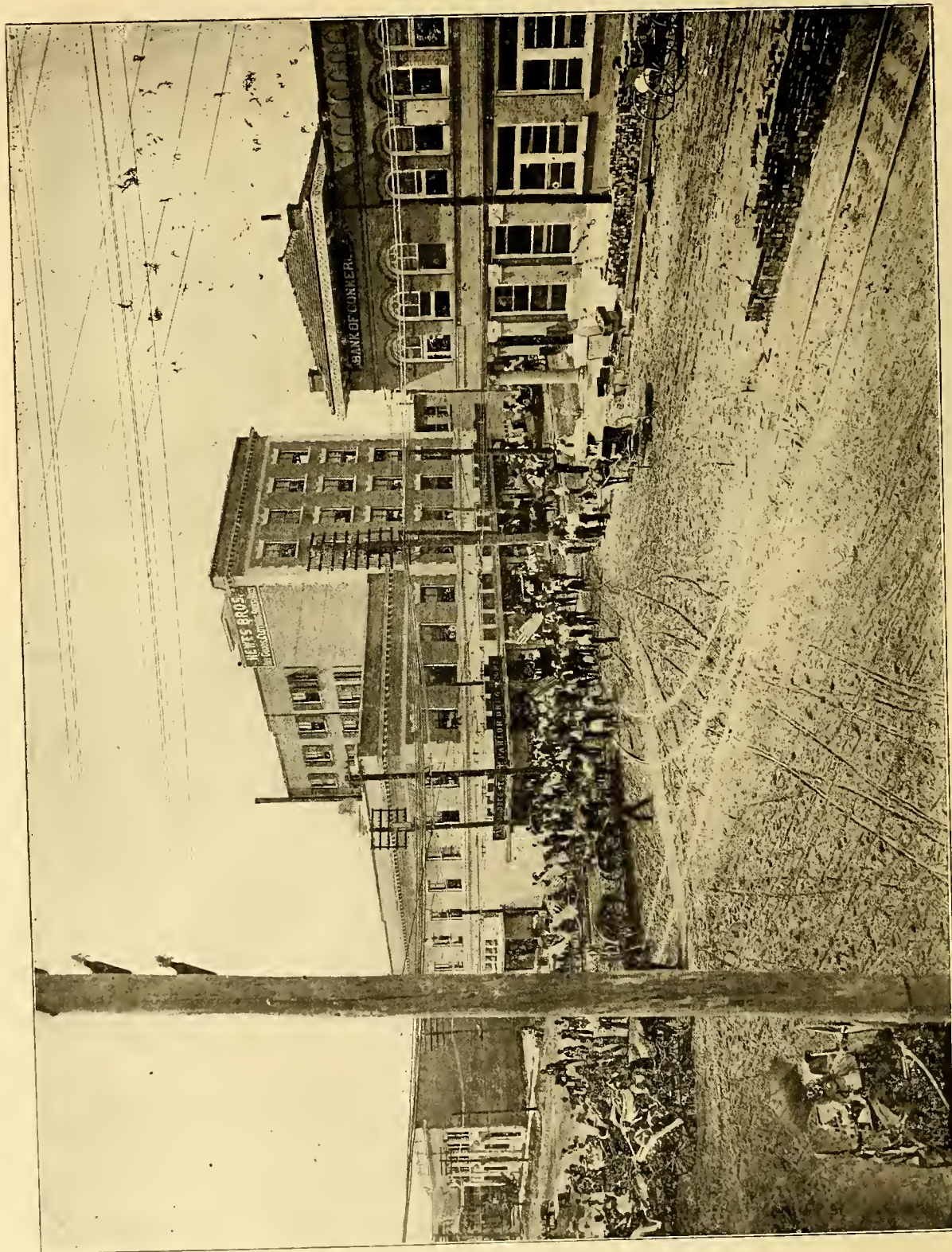
preciated. No one can describe them. They are worth their price, from 15 to 75 cents per pound, and at that figure the demand for them is so great that the market simply has not been touched. The Waldorf-Astoria in New York City has paid 65 cents per pound wholesale for the entire crop of the Delmas Grove on the coast of Mississippi. In the culture of pecans the land when cleared of stumps in the piney woods country and fenced, is plowed and worked before planting, the tree-holes fertilized and trees set 40 to 50 feet apart, to allow for further spearing—from 17 to 19 trees to an acre being generally planted. The most popular plan of fertilizing trees on the Gulf Coast is to raise fertilized garden crops between the rows, while the grove is maturing. This gives a splendid income and makes the land pay while the trees are maturing. Trees at four years bear one to two dozen nuts; at five years about two pounds, and at ten years 75 to 100 pounds, and a proportionate increase in the years to follow. Pecan trees live from 100 to 200 years and even longer.

At present 500 acres is the largest

grove on the Mississippi Coast; the next largest is 400 acres. The trees on this farm being about seven years old and well started in bearing. To plant a pecan grove now means a legacy of value for one's children and a profit for one's self in a brief period, while the cultivation of them may be had for nothing by cultivating vegetables and berries between the rows until they commence bearing.

Health at Gulfport.

No more healthy place can be found anywhere than on the Gulf Coast of Mississippi. People who do not know think that we are in the malarial district, but such is not the case. Chills are unknown. The malarial districts are far removed from the Coast. The malarial districts of the State of Mississippi are in the Mississippi and Yazoo Delta bottoms, which are at least 200 miles from here. In fact, our coast is a great health resort. Crowds of people come here annually for their health. We have hundreds of people here from the North spending the winter and thousands of visitors in the summer time enjoying the delightful



CORNER TWENTY-FIFTH AVENUE AND FOURTEENTH STREET.
These streets are now paved.



IN FRONT OF ALEXANDER'S HOTEL ON TWENTY-FIFTH AVENUE.

gulf breezes and superb bathing in the salt water of the Gulf. Our coast is destined to become as popular as a resort in the next few years as the famous Atlantic Coast resorts.

Neither is our country swampy, as some people imagine, but it is high and sandy, covered with magnolia and live oak trees. The shore slopes up from the water front to a height of 40 feet above sea level and this bank or bluff is set off with an interurban electric railway for a distance of twenty miles and a magnificent shel road for driving and automobiling.

Public Buildings.

The courthouse is located here, a magnificent building which cost \$52,000.

The city hall cost \$21,000, city jail \$13,00, and a splendid opera house with seating capacity of 1,500.

Government Buildings.

Congress has already appropriated \$140,000 for a postoffice and custom-house building here. The plans have

been adopted and accepted and the building will be begun right soon. According to the plans adopted, the structure will be very complete and modern, with allowance for the rapid growth of Gulfport and the growing volume of custom business. The lower floor, which will be occupied by the postoffice, allows a general work room with 3,866 square feet of floor space; registry and money order compartment of 960 square feet; with office for postmaster and assistant postmaster measuring 240 square feet, and ample sorting room with 1,200 square feet allowed for the carriers. There will be two large cement vaults, wardrobes and all other modern improvements.

Mississippi Cotton Port.

For the last ninety years the State of Mississippi has been paying tribute to the sea ports of Louisiana and Alabama, pouring its wealth into the cities of New Orleans and Mobile. Having no seaport of her own, she sent her cotton and other export products to one or the other cities named, where

it was sold for account or proceeds used in purchasing other supplies or commodities.

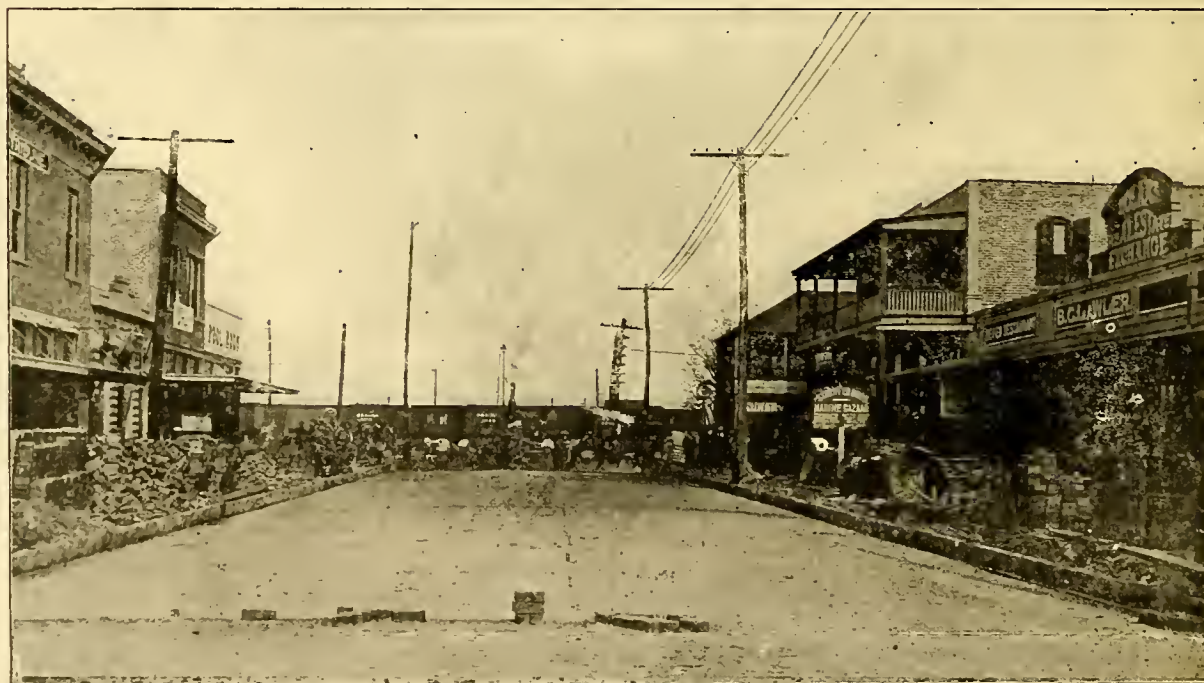
When the Gulf & Ship Island railroad was finished from Jackson to Gulfport, and work commenced to deepen the channel out to Ship Island, people began to open their eyes—some hopefully and others doubtfully.

After several years' hard work, and an expenditure of some two million dollars, Capt. J. T. Jones, the great developer of South Mississippi, succeeded in deepening the harbor to twenty-two feet, and putting Gulfport in the list of deep water ports, all unaided and alone.

The place being entirely unknown, in the charts of the world, it was with difficulty that the first ship was induced to enter the channel at Gulfport in 1902, and only then after the payment of a bonus and guarantee against damage. After the success of that first experiment, other vessels entered, loaded with lumber and departed for their destination without the least trouble. Then they came in numbers, often as many as forty vessels being seen in the harbor at one time, of all



PAVING WITH VITRIFIED BRICK AT THE INTERSECTION OF 26TH AVENUE AND 14TH STREET.



PAVING 26TH AVENUE.



TWENTY-SECOND AVENUE, WITH THE HARBOR IN THE DISTANCE.

classes, from steamships to sailors of all types.

In 1902 there was shipped from Gulfport 19,000,000 feet of lumber. That was not so large, but a good beginning, but in 1903 the shipments reached 105,000,000 feet. The next year the figures had swelled to 245,000,000; in 1906, 293,000,000, and about the same in 1907.

In 1908 many of the mills in South Mississippi were compelled to shut down, because of the panic, but notwithstanding the hard times of this year, up to November, 199,000,000 feet had gone from Gulfport to the markets of the world.

For October, of this year, thirteen ocean going vessels left Gulfport loaded with 10,000,000 feet of lumber. For November the number was increased to fourteen and the cargo to 15,500,000 feet. Twenty-six vessels have so far cleared from Gulfport this month with cargo valued at over \$1,000,000. In this count coastwise snips and steamers are not included; only vessels sailing to foreign ports.

Having become the greatest lumber export city in the United States, and one of the leading handlers of naval

stores, Gulfport, thanks to the energy and effort of its progressive Commercial Union, headed by R. L. Simpson, is now turning its attention to the importation of cotton, having won its fight before the Railroad Commission and before the Federal court to force railroads to give that city the same rate for cotton accorded to New Orleans and Mobile.

When this decision was announced steps were at once taken to induce the shipment of cotton to Gulfport, Carter & Co., of Meridian and Jackson, agree in to supply the cotton. Thereupon Corry & Co., ship brokers and agents at Gulfport, chartered the large steamship "Conway," an English vessel of 7,000 tonnage, and for the past two weeks she has been busy taking on her load. This vessel is 400 feet long, 48 feet wide, with draft of 24½ feet. She brought over from Spain 5,000 tons of iron pyrites, which were distributed to different parts of the country, and will carry back over 10,000 bales of cotton, loaded for Havre and Liverpool. This cotton was collected from stations north of Jackson, above Meridian, along the lines of the New Orleans & Northeastern and Gulf &

Ship Island railroads. The "Conway" also carries back 200 tons of cotton seed meal, 1,000 barrels cotton seed oil and a lot of naval stores, all the products of Mississippi.

This ship will be followed by others, one of equal capacity having been chartered for January and another for February, which means the exportation of 30,000 bales of cotton from Gulfport in as many months.

The whole state is interested in this cotton movement, as we have too long contributed to the maintenance of cities in neighboring states, and all should rejoice over the fact that we have a seaport now recognized by congress and the world, and through which the products of the state may be shipped as cheaply as through the ports of New Orleans and Mobile, for Gulfport shares the same rate with them, and her marine insurance is no greater than theirs.

In obtaining the order from the railroad commission to give Gulfport an equal chance in cotton shipments with other seaports, the business men of that town won a great victory for their city, which has so long been discredited, ridiculed and discounted by



COTTAGES ON TWENTY-FIRST AVENUE, FACING CHAUTAUQUA GROUNDS.



THE BEACH END OF NINETEENTH AVENUE.



STREET SCENE ONE MILE EAST OF UNION DEPOT AT GULFPORT.

New Orleans and Mobile, which have been loath to admit its existence, much less acknowledge it as a competitor. Now that it has been put on an equal basis with those cities having the same shipping and marine insurance rate, the state should rejoice, for it means much to Mississippi and more to Gulfport. It means that she will not only receive her share of timber, lumber, shingles, naval stores and other products, but her just proportion of cotton and its by-products.

This opening of Gulfport to the cotton markets of the world means a new era in her existence, an infusion of new life, the benefits of which it is impossible to judge or compute—her recognition as one of the most important seaports on the Gulf coast—a period from which to date her real growth and future prosperity. It means imports from Europe as well as exports to that country, and that the wholesale houses of that city will soon be receiving all their European goods direct; that the steamships that take cotton to Havre and Liverpool will carry back goods manufactured in England, France, Germany, Switzerland, Italy, Holland, and other coun-

tries, thus bringing about an interchange of commodities beneficial alike to all concerned.

The "Conway" sails to-day, and no one expresses the least doubt about her clearing the channel successfully and going to sea without any difficulty—and then the future of Gulfport is assured.

Another fact worthy of note is that Gulfport will be greatly and directly benefited by the building of the Panama canal, that city being nearer the great waterway that is to connect the two oceans than any other Southern seaport, the construction of which means a saving of 10,000 miles in sea travel. And in this connection the fact may be stated that Gulfport is already competing with other cities in shipping products, goods and manufactured articles to Colon, sending from one to three shiploads per month to that city.

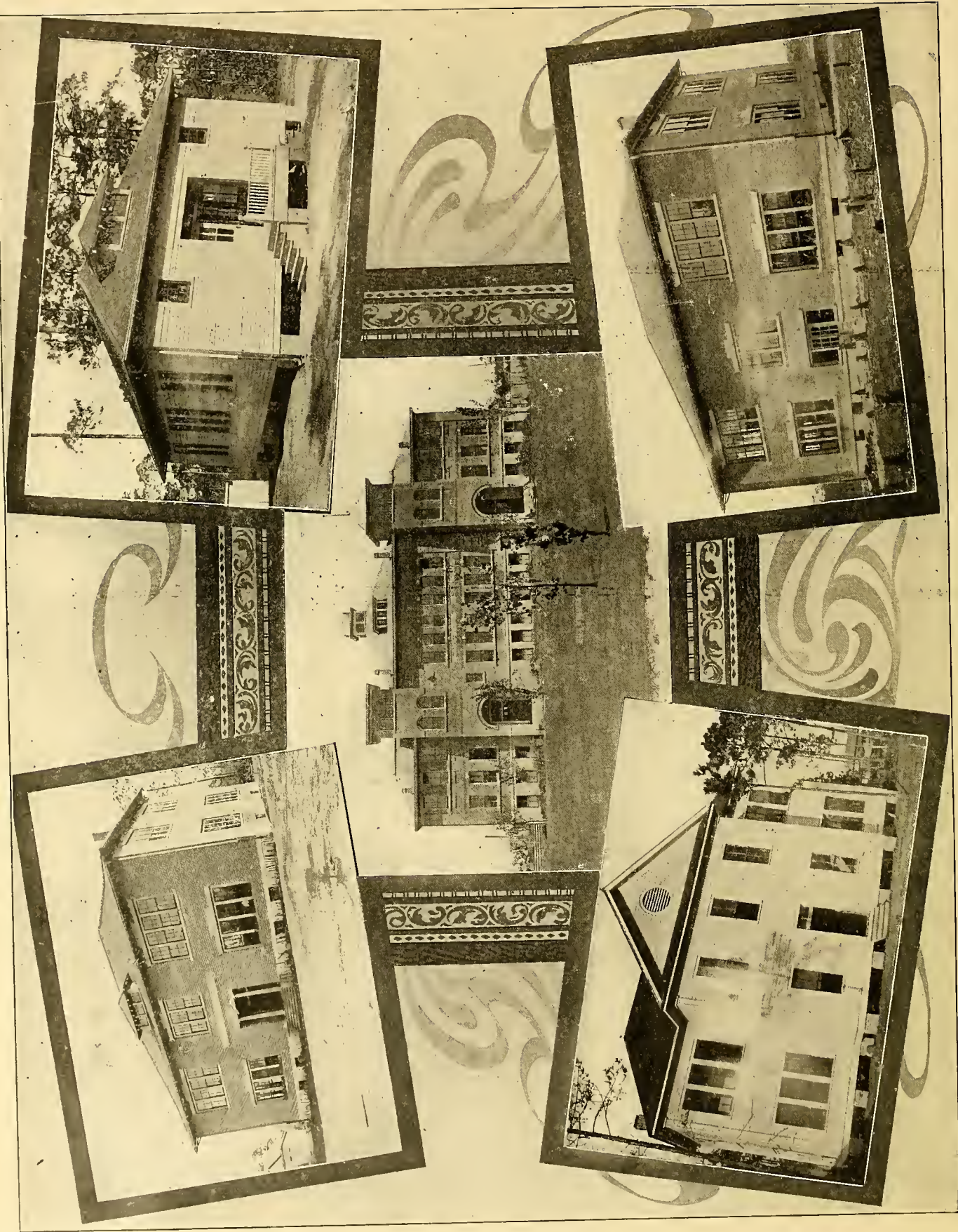
The writer, who has visited Gulfport regularly since its establishment, has watched its steady growth with great interest, and has seen it emerge from a village to a city of 10,000, with paved streets, waterworks, sewerage system, electric lights and the best street rail-

way service in Mississippi. She is soon to have a Federal building, for which \$140,000 has been appropriated, which will be used for a customhouse, postoffice and other Federal purposes. New factories and enterprises are in sight; trainloads of lumber are rolling in daily, carloads of merchandise going out on every train; evidences of the panic are disappearing, and signs of prosperity apparent on every hand.

The people of Gulfport have faith in their town and confidence in themselves, therefore the success and prosperity of the city is assured.—R. H. H. in Daily Clarion-Ledger, Jackson, Miss., Dec. 25, 1908.

Manufacturing.

With the opening of the Panama canal there will, of necessity, be a great shifting of the trade centers of the world, and no other spot on the map offers better transportation facilities than does Gulfport, thereby offering splendid inducements as a place for factory sites. We have had



Suburban School, Ward Four,
North Gulfport School, Ward Four.

CENTRAL SCHOOL

West Side, Second Ward School,
East Side, First Ward School.



THE CITY'S NEW RESERVOIR IN COURSE OF CONSTRUCTION.
When completed will hold one million gallons of water.

several large plants located here in the last few years, among them being the following:

Gas Plant, a \$75,000 plant.
Dantzler Machine & Foundry Works.
W. R. Smith Machine & Foundry Co.
Creosoting Works, \$100,000 plant.
Gulf & Ship Island Railroad Shops, an immense plant, working over a hundred men.
Sash, Door & Blind Manufacturing Company, \$100,000 plant.
Gum Carbo Chewing Gum Factory.
Two big ice plants.
Three bottling works.
Thomas Cotton Picker Mfg. Co., capitalized at \$50,000.
Consolidated Iron Works.
Shipbuilding Dock.
Large brick yard two miles north of city.
Union Naval Stores Plant, one of the largest in the South.
Coffee Importing & Roasting Co.
J. T. Wright Wagon & Buggy Mfg. Co.
Three large grain elevators.

Last but not least is the Gulfport Cotton Oil & Fertilizing Mfg. Co. This latter is an immense plant costing \$500,000. The plant has been in operation

since the year 1903 and has always ranked as one of the largest manufacturing industries in this section of the country. It is one of the largest plants in the South and has a very prosperous business in a half dozen states and is spreading out.

Gulfport will soon be a great manufacturing center because of the superb transportation facilities.

You may talk about Oklahoma or the West for investment, but the Gulf Coast of Mississippi offers the best opportunities for investment or labor or manufacturing enterprises of any place in the United States to-day. Capital has already sought the South for investment, anticipating the opening of the Panama canal in the next few years. Then Gulfport is going to be the Mecca of aggregations of large manufacturing enterprises.

Hotels.

The New Beach Hotel has just been leased to a new manager and will be opened on the 1st of February in a modern and up-to-date manner. It has twenty-four bedrooms, well furnished

parlor and offices and dining room and first-class services and meals. It is on the beach in a beautiful location, delightfully cool in summer and bright and sunshiny in the winter. Altogether it is one of the best located and best kept hotels on the coast.

The Inn is situated right at the Union Depot, and is very convenient for commercial men coming into Gulfport. It is well kept and the rooms are beautifully furnished and accommodations are first-class. It is strictly a rooming house of the very best class and does not furnish meals.

The Commercial Hotel. This hotel is also near the depot and very conveniently located for business men and travelers coming in and out.

The Great Southern Hotel. Last but not least is our lovely Great Southern Hotel, situated on the beach with an entrance through flowers and palms right in the center of the city. Its beautiful rooms and parlors, writing rooms and billiard rooms offer great attractions to visitors to Gulfport, also its lovely grounds full of flowers winter and summer, its tennis court and its great sun parlor facing the beach. Nowhere in the South can you find a



COUNTY COURT HOUSE, GULFPORT.



NEW CITY HALL, COST \$21,000.



NEW WAGON FOR GULFPORT'S FIRE DEPARTMENT.

more attractive spot than this hotel is situated on, nor a more up-to-date hotel. The service is fine. It is three stories in height, with a frontage on the Gulf of Mexico of 350 feet. It is thoroughly heated, has telephones throughout the house, the very finest artesian water, electricity and all modern conveniences. It has 250 guest chambers. The large dining room, furnished in Flemish oak, looks out upon the Sound where the waters break and splash tirelessly. The cuisine is directed by a high-priced chef, who sees to it that the larder is stocked with the market's choicest products and a well-trained corps of waiters look to the requirements of the most exacting guest.

There is no place of the size of our city that we know of that has such splendid hotels as have we, offering the best service that can be had, and a beautiful country and lovely drive and such sunshiny days in the winter as we know cannot be found anywhere else in the United States, and we doubt if any other country can beat us.

Then the lovely moonlight nights, they have to be seen to be appreciated,

and there is no pen that can do them justice.

Streets.

Gulfport is laid off in a systematic manner. Nearly all the streets and avenues being 80 feet wide, while the central thoroughfare, Twenty-fifth avenue, is 200 feet wide. All the avenues run north and south and all the streets east and west. A contract has been let and work is in progress for 40,000 square yards of vitrified brick pavement, a fraction over three miles, and also carries with it a surface water sewer system covering an area of about three miles.

Our city is not only a great location for a city in a business way, but for miles back no prettier residence section can be found in the South. Nature has been liberal in providing her with natural advantages, so that her scenic location makes her a restful place for the ten thousand that are yet to possess some of her soil.

Fraternal Orders.

Our city is great for fraternal orders. All of the leading fraternal or-

ders of the country have lodges organized here, among them being: Odd Fellows, Knights of Pythias, Masons, The Beavers, Elks, Eagles, Woodmen of the World, Woodmen's Circle, Eastern Star, and Hoo-Hoos.

The Masons have recently built a splendid Masonic Hall, which they own.

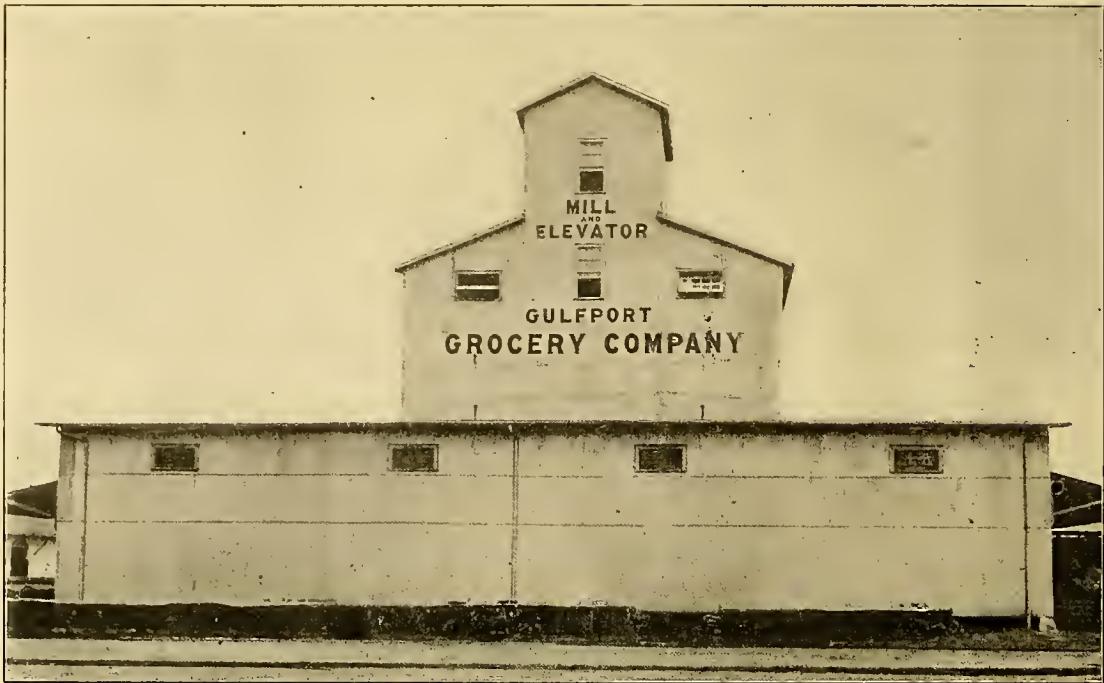
The Elks are at present in rented quarters, but they are very handsome and comfortable. They have parlors, reading and writing rooms on the first floor, billiard and pool rooms on the second and the lodge meets on the third floor. They own a lot and intend building in the near future.

All the fraternal organizations in Gulfport are in a prosperous condition; those that do not own their buildings have splendid apartment rented and maintain a perfect organization, most of them meeting once a week.

Climate.

People often ask, "Isn't it awful hot on the Mississippi coast in the summer time?" We answer, positively, "No!"

The breeze tempers the rays of the

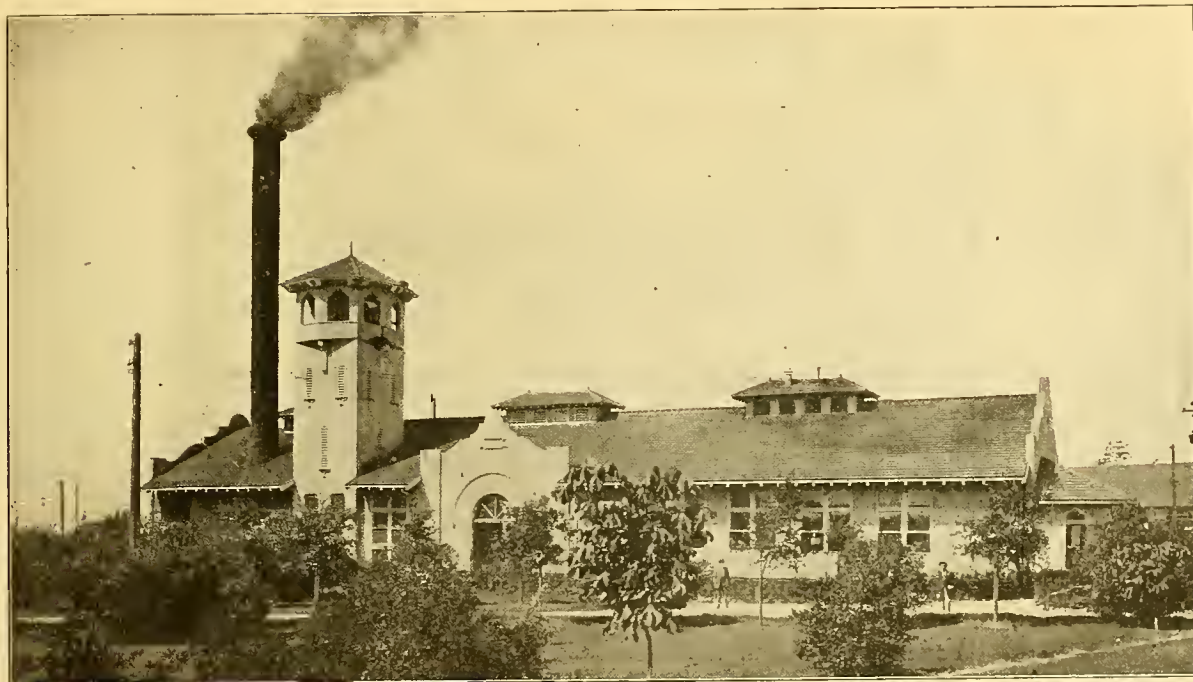


Capacity, Elevator, at 30,000 bushels; feed mill, 4,000 sacks per day; floor space warehouse, 35,000 square feet.



TANKS AND YARDS UNION NAVAL STORES CO., GULFPORT.

These yards comprise 10 acres. This Company is one of the largest in the South.



ICE PLANT AND LAUNDRY FOR GREAT SOUTHERN HOTEL.

sun to such an extent that it is cooler here than it is 300 miles north of the coast and much cooler than it is in the North. Our climate, beyond all question, rivals that of any other climate for an all-the-year-round climate. It challenges and even eclipses the famous Riviera of the Mediterranean. Think of everyone in summer apparel on Xmas day and the small boy romping barefoot out of doors from morning until night without a breath of frost in the air! This year (1908) strawberries were raised out in the open for Christmas dinner by our progressive truckers. Our climate has to be visited to be appreciated. To prove the truth of this statement take advantage of some of the winter excursion rates from the North and visit us and see for yourselves that our climate is unexcelled.

Hunting and Fishing.

The sportsman here is in his glory. Fish of all variety abound, from the large shark and game tarpon down to the sardine. Almost everyone living on the water front have their private piers or wharves extending out into

the water for a distance of 1,500 feet, and magnificent speckled and white trout, sheepshead and mullet and other varieties of edible fish are caught from these wharves practically at one's door, at all seasons of the year, while a trip to Cat Island, nine miles from the mainland, but in full view of this city, is the nimrod's paradise. From Cat Island clear on to Chandeleur Island is magnificent shooting. Duck and geese by the thousand abound, while a few miles out from the city north, quail are plentiful.

This coast is the home of the oyster and hundreds of people are employed in the oyster industry. There are several large oyster and shrimp canning factories situated on our coast, while hundreds of people are employed continuously during the oyster season in dredging and shipping the oyster to the various villages, towns and cities all over the South.

The mainstays of this section are the lumber industry, trucking the year around, and our fish and oyster business, all of which are conducted on a cash basis. All factories and most of the sawmills pay off every

Saturday night, thus making money about as flush at one time of the year as another.

Pertinent Facts.

The official census of Gulfport, compiled in 1908, shows a resident population of 7,890 people, but in addition to this it must be remembered there are crowds of our business men who live outside of the corporate limits. Our system of interurban electric car lines making this convenient, while from 200 to 500 sailors are in port continuously and add to our resident population the people who have their business here and live outside, together with the hundreds of summer and winter tourists and visitors and you can readily see that we have an average of at least 10,000 inhabitants all the time.

Gulfport is the only deep water harbor on the Gulf Coast of Mississippi. There is 21 feet in the channel and anchorage basin.

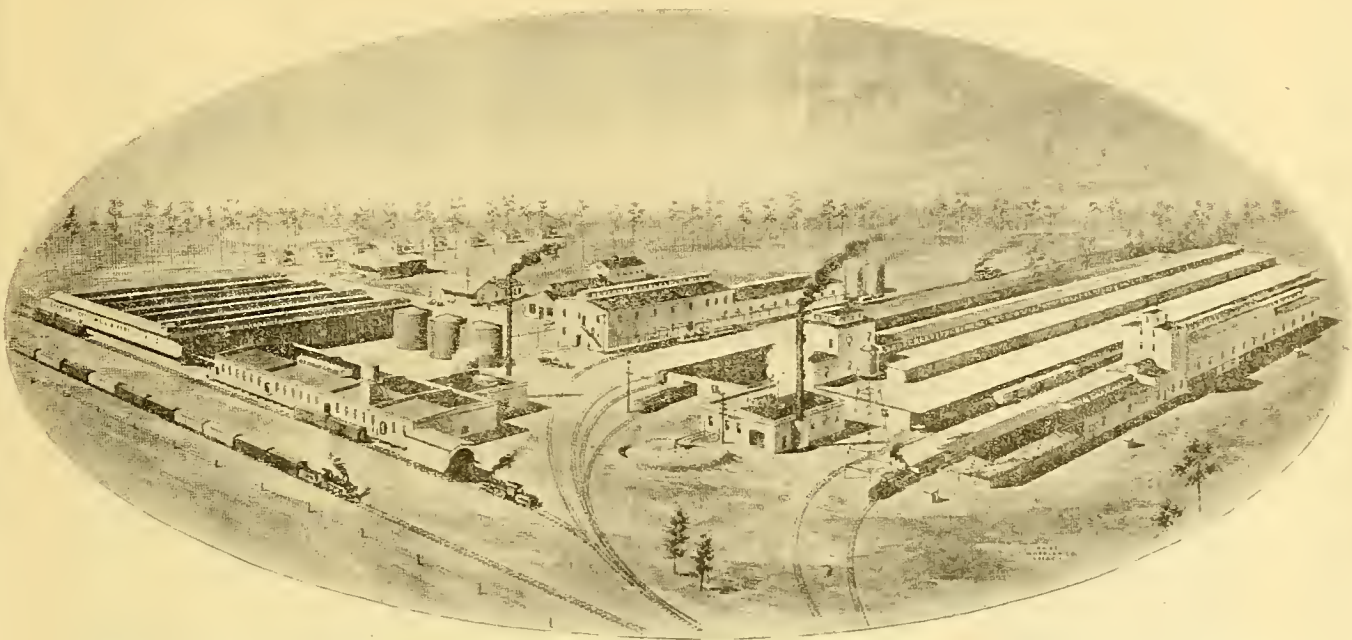
The Gulfport & Mississippi Coast Traction Company operate splendid equipment from Gulfport to Soria City, Mississippi City, DeBuys, Beauvoir,



GENERAL OFFICE BUILDING G. & S. I. R. R.



NEW G. & S. I. R. R. FREIGHT DEPOT AT GULFPORT.



BIRDSEYE VIEW GULFPORT AND MISSISSIPPI COTTON OIL, FERTILIZER & MFG. CO.'S FACTORY.
This is a \$500,000 Plant.

Sea Shore Camp Grounds and Biloxi going east, and on the west to Long Beach and White Harbor, and the line is being extended now into Pass Christian, a distance of nine miles west of Gulfport. This extension will cost \$200,000, to be completed within eight months' time.

No better bathing is to be found on any coast than there is here. From a standpoint of scenic beauty, this coast stands unrivaled, the winds are as soft, the skies as eternally blue, the flowers as prolific and beautiful the year round as a tropical dream. It is not too hot in the summer and it is not too cold in the winter.

Young man, come South.

Remember, Mississippi is the one state in the Union that has no large city within her borders. There is one being built now at Gulfport whose dimensions will astonish the nation in the next decade.

Young man, come South.

Mississippi has 36,000,000 acres of land within her borders, 30,000,000 of which is as fine farming and trucking land as there is on God's green earth. Five and a half million acres of this 36,000,000 is in cultivation, while

nearly 6,000,000 acres, being swampy, will have to be reclaimed before being suitable for farming purposes, which leaves to-day 24,500,000 acres of fine farming and truck lands waiting for the energetic hustler.

Come on and locate in this God-favored section, where crops and vegetation grow the year around and while land is cheap.

The old cry of the Forty-niners has been changed from "Go West, young man," to "Go South, young man."

South Mississippi is teeming with possibilities. Do not wait until land goes beyond your reach. Gulfport has the same railroad rates as New Orleans or Mobile. Gulfport pays out in salaries annually over \$2,000,000.

Sawmills manufacturing lumber on the G. & S. I. R. R. and the rivers and bayous adjacent to Gulfport number 175, and the number of employes in the above mills are about 15,000; salaries paid yearly to said employes, \$6,500,000.

Come South, young man.

Gulfport has many miles of granite sidewalks.

Come South, young man.

Assessment of Harrison County.

1896 Real	\$2,634,020.00
1896 Personal	567,699.00
1897 Personal	612,494.00
1898 Personal	659,020.00
1899 Personal	726,254.00
1900 Real	3,773,926.00
1900 Personal	905,125.00
1901 Personal	1,052,865.00
1902 Real	4,434,387.00
1902 Personal	1,187,416.00
1903 Personal	1,930,992.00
1904 Personal	2,354,695.00
1905 Personal	2,317,376.00
1906 Real	9,931,238.00
1906 Personal	3,009,721.00
1907 Personal	3,135,998.00
1908 Personal	3,355,130.00
Total for 1908	\$13,286,368.00

Real property is only assessed in this county every four years. Please notice the total assessment for 1896, \$3,201,719, while the total assessment for 1908 is \$13,286,368, a net increase of \$10,084,649 in the space of twelve years; note also that the personal assessment for 1908 exceeds the total assessment, both real and personal, for 1896, \$153,411.

These figures are exact and are copied from the records in the chancery clerk's office at the county courthouse.

Does this look like a growing section to you?



POWER HOUSE OF GULFPORT & MISSISSIPPI
COAST TRACTION COMPANY.



CAR BARN OF GULFPORT & MISSISSIPPI COAST TRACTION COMPANY.

CUSTOM HOUSE RECEIPTS AT GULFPORT.

1903.....	\$ 5,593 92
1904.....	14,470 00
1905.....	15,869 00
1906.....	18,870 80
1907.....	20,201 00

POSTOFFICE RECEIPTS.

1900.....	\$ 2,563 92
1901.....	3,450 63
1902.....	4,599 80
1903.....	8,119 64
1904.....	13,655 53
1905.....	17,941 08
1906.....	24,072 60
1907.....	25,468 77

An increase of \$1,396.17 in Postoffice receipts for the year 1907 shows the steady growth of everything here.

Salaries paid to Postoffice employees amounted to \$1,800.00 in 1900; in 1908 the salaries paid out to employees amounts to \$17,000.00, an increase of \$15,200.00 in eight years.

STATEMENT

Showing the assets of the City of Gulfport, Miss., as taken from the records on October 1, 1908.

Water works system.....	\$ 59,949 63
Sanitary sewer system.....	38,417 67
Central public school building.....	25,269 03
Four white ward school buildings (public).....	17,400 00
One colored ward school building.....	3,000 00
City hall building.....	20,690 69
City jail building.....	12,751 75
Sanitary and street equipments.....	1,669 50
Fire department.....	6,458 50
Real Estate.....	35,660 00
Miscellaneous—Office supplies, school furniture, etc.....	7,341 00
Cash on hand October 1, 1908.....	144,042 88
Total.....	\$372,650 65

Gulfport Has the Following Vice-Consulates Represented Here.

Germany,	France,
Italy,	Spain,
Norway,	The Netherlands,
Brazil,	Argentine Republic,
Cuba,	Panama,
	Colombia.



A RADDISH FARM FIVE MILES NORTH OF GULFPORT.



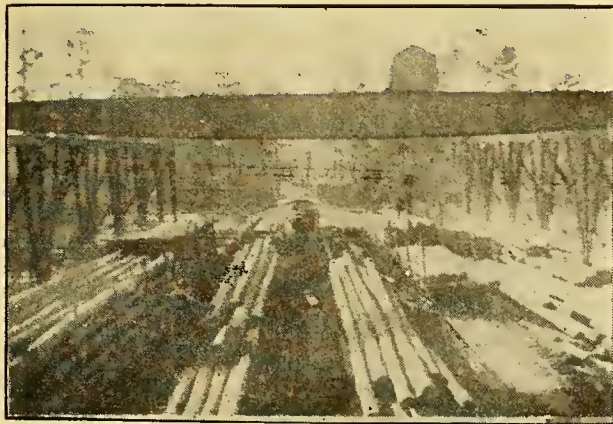
A BUNCH OF SATSUMA ORANGES

Raised by J. P. Wilson, five miles from Gulfport. Mr. Wilson has a beautiful orange grove in full bearing.

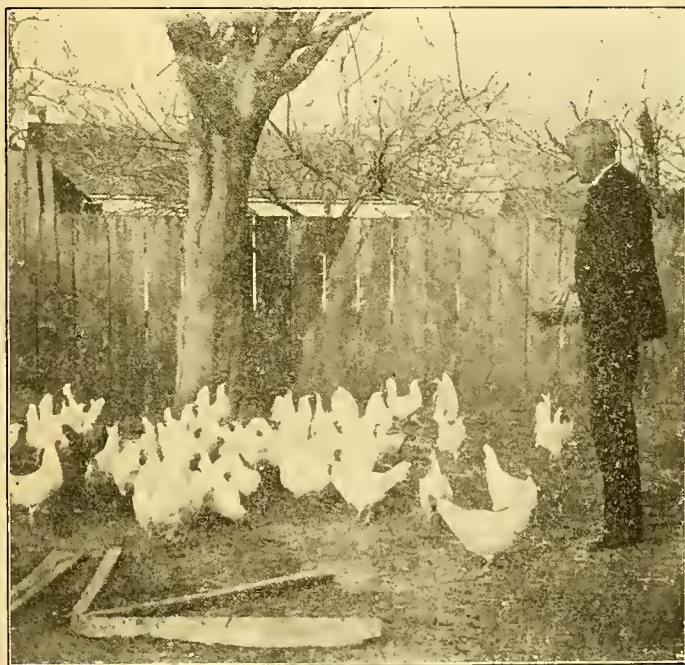


GRAPE FRUIT TREE

At J. P. Wilson's farm, five miles from Gulfport.



CREOSOTING PILING FOR PANAMA AT THE BIG CREOSOTE PLANT AT GULFPORT.



MISS JANIE BRUNSON'S CHICKEN FARM.

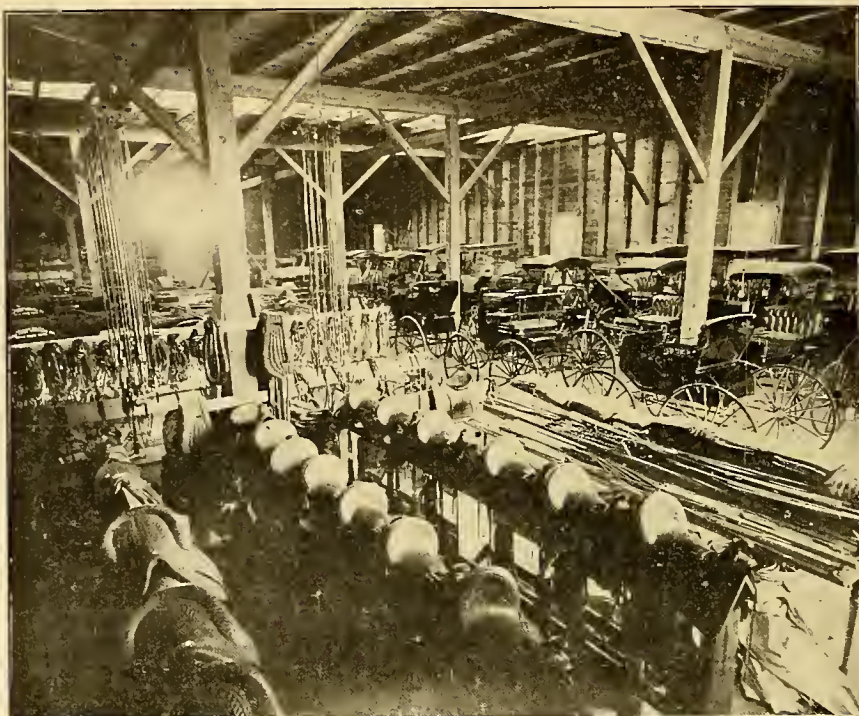
MERCANTILE BUSINESS OF GULFPORT.

COMPARISON BY YEARS.

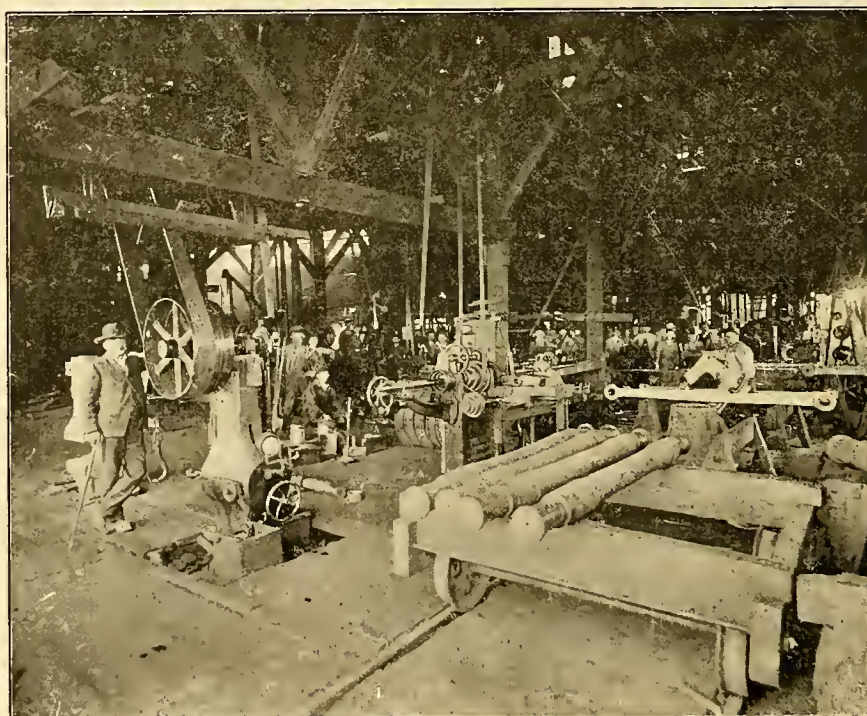
CLASS.	1902	1903	1904	1905	1906	1907
Chandlery						
Wholesale Fruit	\$ 200 00	\$28,000 00	\$115,000 00	\$210,000 00	\$315,000 00	\$385,000 00
Retail Dry Goods	2,600 00	8,000 00	22,630 00	61,392 00	111,473 00	117,000 00
Wholesale Whiskey	40,801 00	74,910 00	131,180 00	220,902 00	330,467 00	400,000 00
Furniture	2,775 00	45,500 00	90,780 00	115,000 00		
Druggists	15,000 00	32,043 00	47,312 00	61,594 00	101,500 00	111,000 00
Naval Stores	20,140 00	93,375 00	144,320 00	187,200 00	210,000 00	240,000 00
Groceries		818,000 00	560,000 00	1,150,000 00	1,750,000 00	2,000,000 00
Livery Stables	27,000 00	26,354 00	1,362,023 00	2,063,928 00	3,420,000 00	4,121,000 00
Contractors	18,000 00	(No record)	44,967 00	80,411 00	116,700 00	122,000 00
	(No record)		(No record)	179,000 00	489,000 00	512,000 00

Salaries paid to manual laborers in the City of Gulfport in 1906
 Salaries paid to manual laborers in the City of Gulfport in 1907

\$2,318,000 00
 2,533,000 00



A GLYPSE AT THE SADDLERY AND BUGGY DEPARTMENT
OF THE GULFPORT GROCERY CO.



A VIEW OF A CORNER OF THE BIG SHOPS OF THE
G. & S. I. R. R. CO. AT GULFPORT.

LIST OF VESSELS

In Gulfport Harbor December 1, 1908,
Showing Net Registered Tonnage.

STEAMSHIPS.

Br. Twilight	1994
Ger. Marie Menzell	1607
Br. Eveline	1660
*Br. Conway	2591
Br. Marstonmoor	1732
Br. Arranmoor	1721
†Am. Northtown	1496
Br. Alicia	1316

SHIPS.

Swd. Gripen	1115
It. Torridon	1502
It. Lena	1582

BARKS.

Ger. Hildegard	1603
It. Rosa	1039
Ger. Bonn	1050
Nor. Andrea	1114
It. Florida	1149
Nor. Bayard	1241
Nor. Oxo	742
Nor. Coquimbo	834

SCHOONERS.

Br. Lady of Avon	249
Br. Doris M. Pickup	373
Am. Harrison T. Beacham	266
Am. Alice Lord	291

Total tonnage	28,267
---------------------	--------

Steamships	8
Ships	3
Barks	8
Schooners	4

Total No. vessels	23
-------------------------	----

* Unloading pyrites of iron for fertilizer factories at Meridian, Hattiesburg and Gulfport.

† Unloading creosote oil for Gulfport Creosote Co.

The Steamship "Conway" which brought a cargo of pyrites of iron into this port November 27th, contained the following:

1,361 tons for Gulfport,
254 tons for Nashville,
503 tons for Hattiesburg,
899 tons for Meridian.

The "Conway" took out 9,052 bales of cotton and several hundred tons of cotton seed oil cake for Liverpool and Havre.



INTERIOR OF KELLY'S GROCERY STORE, 27TH AVE.



INTERIOR JUDGE KELLY'S COURT ROOM.



INTERIOR VIEW H. EDWARDS' POOL ROOM AND REFRESHMENT STAND.



POOL TABLES IN ROOMS OF THE COMMERCIAL UNION.



INTERIOR VIEW GREAT SOUTHERN PHARMACY.

CLASS OF VESSELS LOADING AT GULFPORT.

DATE.	Steamships.	Ships.	Barks.	Schooners.	Total.	Tonnage.
1902.....	2	2	2	22	28	18,444
1903.....	46	8	23	34	111	119,879
1904.....	97	13	78	81	269	390,394
1905.....	92	17	60	94	263	279,427
1906.....	125	9	69	73	276	338,363
1907.....	124	20	68	68	280	244,935

VESSELS—IMPORTS AND EXPORTS.

IMPORTS 1905.

Lumber imported coastwise, 23,500,000 ft B. M.	\$275,281 00	
Various imports as per Custom House records	24,943 00	\$400,224 00

IMPORTS 1906.

Lumber imported coastwise, 27,000,000 ft. B. M.	\$540,000 00	
Various imports as per Custom House records	48,629 10	\$588,629 10

IMPORTS 1907.

Lumber from rivers and bayous east and west of Gulfport (722,382,000 lbs. 361,191 tons) ..	\$4,514,865 00	
Turpentine, rosin and other commodities (68,420,000 lbs. 34,210 tons)	\$1,368,000 00	\$6,882,875 00

EXPORTS 1905.

Lumber, 207,614,000 ft. B. M.	\$6,218,000 00	
Various other commodities	814,750 00	\$7,032,750 00

EXPORTS 1906.

Lumber, 293,125,000 ft. B. M.	\$8,224,000 00	
Various other commodities	553,621 00	\$8,777,621 00

EXPORTS 1907.

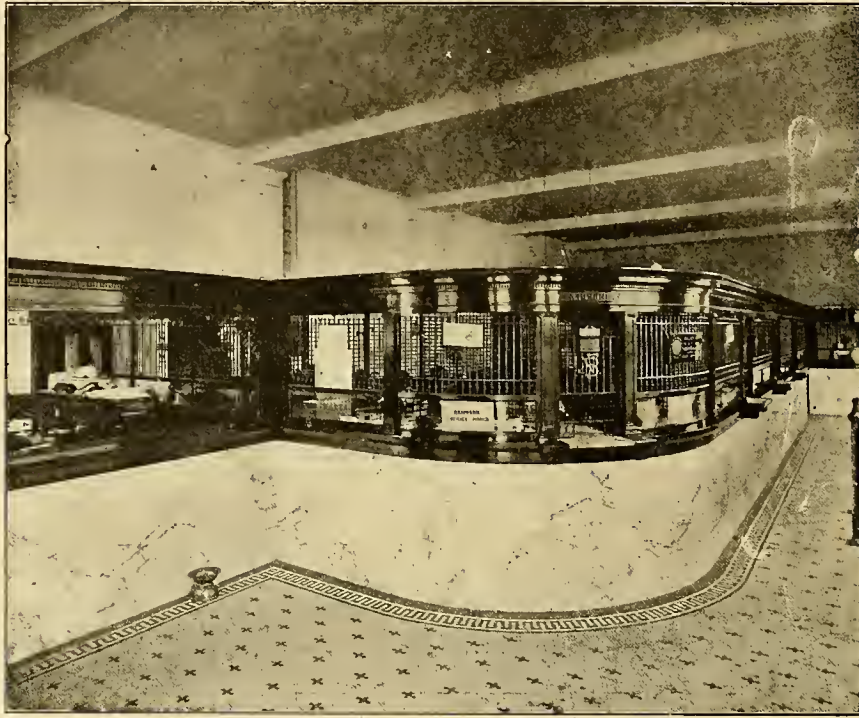
Lumber, 286,565,000 ft. B. M.	\$6,679,466 00	
Various other commodities	214,345 00	\$6,893,811 00

RECAPITULATION.

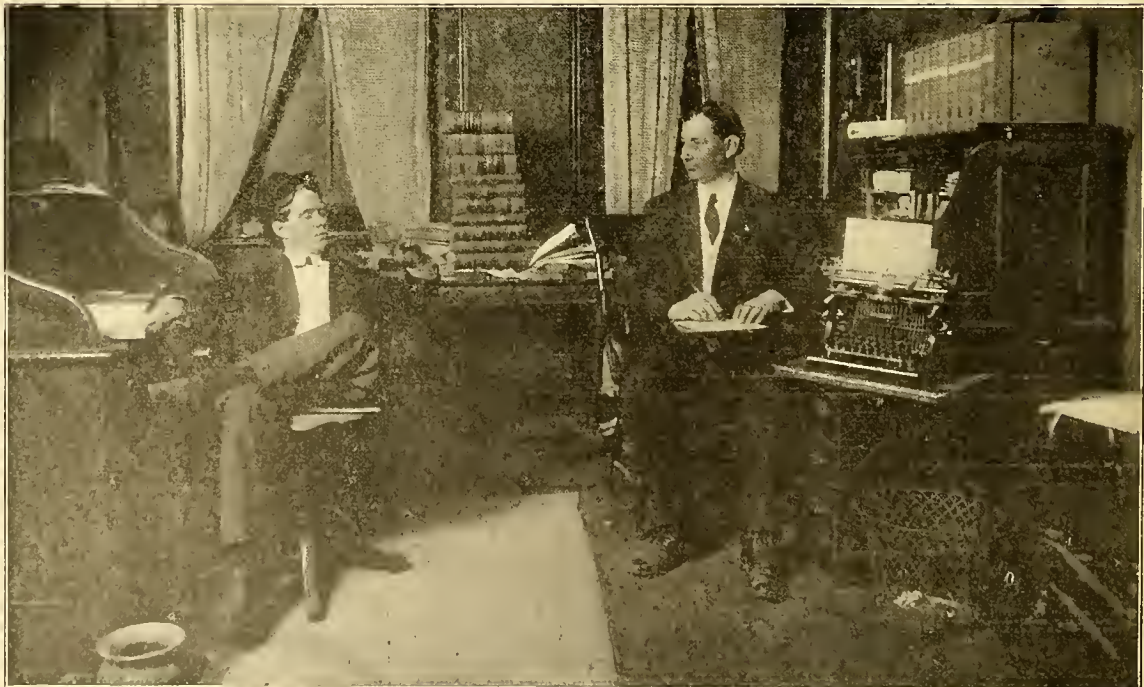
1905.....	Imports	\$ 400,224 00	
“	Exports	7,032,750 00	\$7,432,974 00
1906.....	Imports	588,629 10	
“	Exports	8,777,621 00	9,366,250 00
1907.....	Imports	6,882,875 00	
“	Exports	6,893,811 00	13,776,686 00

RAILWAYS—TOTAL IMPORTS AND EXPORTS.

1904.....	Exports	\$ 6,139,872 00	
“	Imports	12,228,822 20	\$18,368,694 20
1905.....	Exports	5,885,530 00	
“	Imports	15,252,717 48	21,138,247 48
1906.....	Exports	7,368,110 72	
“	Imports	19,603,607 00	24,971,717 72
1907.....	Exports	8,549,883 57	
“	Imports	19,819,496 60	28,369,380 17



INTERIOR VIEW FIRST NATIONAL BANK.



OFFICE COMMERCIAL UNION.



PLANT OF JAMES D. CLAITOR.

Where this book was printed.

RAILROAD FREIGHTS

Tonnage Received and Forwarded from Gulfport, for the year 1907, by Rail.

IMPORTS 1907.

Lumber, Gulf & Ship Island Railroad	557,319,765 pounds, or 278,659 tons, estimated value,	\$ 3,240,231 20
Other commodities	226,485,924 pounds, or 113,242 tons, estimated value,	11,324,296 20
Cotton	106,000 pounds, or 53 tons, estimated value,	10,600 00
Lumber received over L. & N. R. R.	104,887,384 pounds, or 52,443 tons, estimated value,	5,244,369 20
	888,799,073 pounds, or 444,399 tons, estimated value,	\$19,819,496 60

EXPORTS 1907.

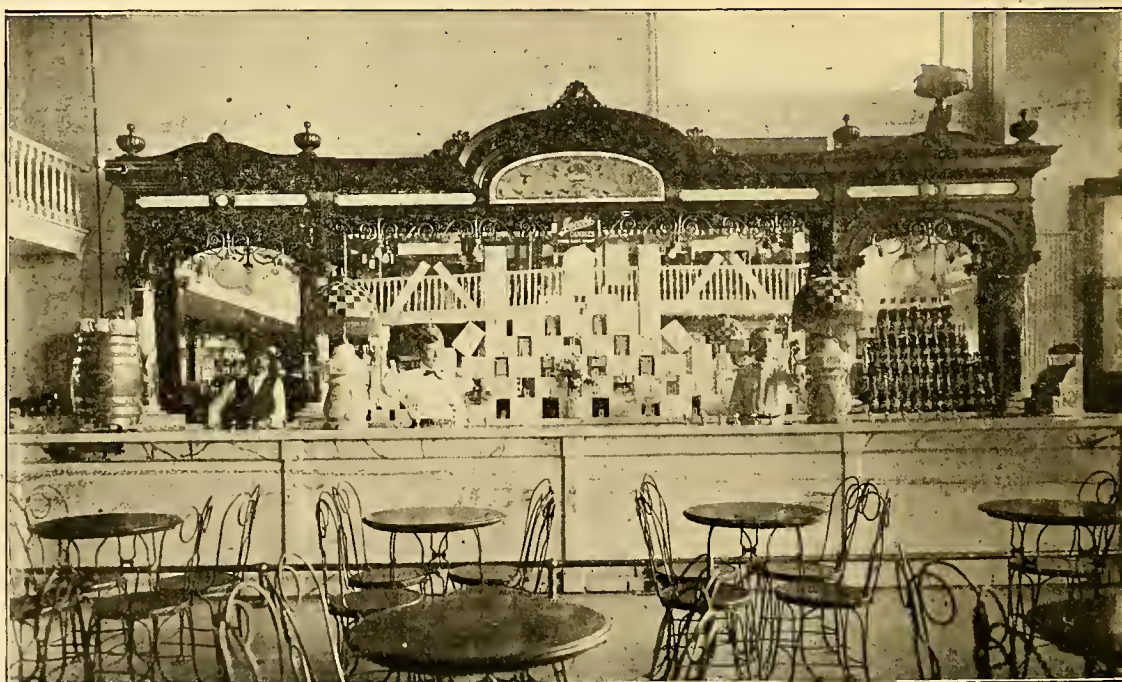
Lumber, Gulf & Ship Island Railroad	7,148,485 pounds, or 35,742 tons, estimated value,	\$ 41,560 95
Phosphate and Pyrites	7,109,110 pounds, or 35,545 tons, estimated value,	14,218 22
Other commodities	134,518,104 pounds, or 672,590 tons, estimated value,	6,725,905 20
Other commodities via L. & N. Railroad	35,363,984 pounds, or 176,819 tons, estimated value,	1,768,199 20
	184,139,683 pounds, or 920,696 tons, estimated value,	\$8,549,883 57

RECAPITULATION.

Exports	\$ 8,549,883 57	
Imports	19,819,496 60	\$28,369,380 17



INTERIOR VIEW POYTHRESS HARDWARE COMPANY, ON 13TH STREET.



JONES BROS. DRUG CO. SODA FOUNTAIN.



INTERIOR S. D. LEHMAN'S JEWELRY STORE, 14TH STREET.

TOTAL IMPORTS AND EXPORTS

RAILWAY AND WATER

1904.

Imports via railways	\$12,228,822 20	
Imports via vessels (Custom House records)	468 00	
Exports via railways	6,139,872 80	
Exports via vessels (Custom House records)	4,025,196 00	\$22,394,359 00

1905.

Imports via railways	\$15,252,717 48	
Imports via vessels	400,224 00	\$15,652,941 48
Exports via railways	5,885,530 00	
Exports via vessels	7,032,750 00	12,918,280 00
		\$28,571,221 48

1906.

Imports via railways	\$17,603,607 00	
Imports via vessels	588,629 10	\$18,192,236 10
Exports via railways	7,368,110 72	
Exports via vessels	8,777,621 00	16,145,731 72
		\$34,337,967 82

1907.

Imports via railways	\$19,819,496 60	
Imports via vessels	6,882,875 00	\$26,702,371 60
Exports via railways	8,549,883 57	
Exports via vessels	6,893,811 00	17,443,694 57
		\$44,146,066 17

You will notice that the increase in Imports and Exports via rail and water since 1904 is \$21,751,707 17



GREAT SOUTHERN HOTEL.



FIRST NATIONAL BANK CORNER.



STATE BANK OF GULFPORT.

CONDENSED STATEMENT

Of the condition of the

FIRST NATIONAL BANK

At the close of business Feb. 5, 1909.

RESOURCES.

Loans and discounts	\$1,016,479 88
Bonds and securities	331,708 45
Banking house	38,500 00
Due from U. S. Treasurer	12,500 00
Cash and due from banks	130,988 79
	<u>\$1,530,177 12</u>

LIABILITIES.

Capital stock	\$ 250,000 00
Surplus and profits	74,274 57
Circulation	245,800 00
Bonds borrowed	60,000 00
Deposits	710,302 59
Bills re-discounted	39,799 96
Bills payable	160,000 00
	<u>\$1,530,177 12</u>

CONDENSED STATEMENT

Of the condition of the

STATE BANK OF GULFPORT

At the close of business Nov. 27, 1908.

RESOURCES.

Loans and discounts on personal en-	
dorsements, real estate or collateral	
securities	\$173,891 80
Overdrafts	2,784 49
Banking house, furniture and fixtures ..	30,500 00
Due from other banks	21,292 86
Cash on hand	13,791 71
	<u>\$242,260 86</u>

LIABILITIES.

Capital paid in	\$80,000 00
Undivided profits, less expenses and	
taxes	8,996 04
Deposits	152,223 19
Due other banks	1,007 38
Certified checks	34 25
	<u>\$242,260 86</u>



BANK OF COMMERCE.

SHOWING CONDITION
OF THE
BANK OF COMMERCE

GULFPORT, MISS.,

OF

September 17th, 1908.

RESOURCES.

Loans and Discounts	\$292,598 38
Overdrafts	17,102 36
Banking House, furniture and fixtures	25,000 00
Due from other banks	24,781 09
Cash on hand	19,001 33
Expenses	1,051 19
Total	\$379,534 35

LIABILITIES.

Capital stock	\$100,000 00
Surplus	35,000 00
Individual Deposits	169,480 15
Time deposits	15,791 68
Bills payable and rediscounts	57,500 00
Certified checks	1,762 52
Total	\$379,534 35



THE INN HOTEL, 27TH AVENUE.

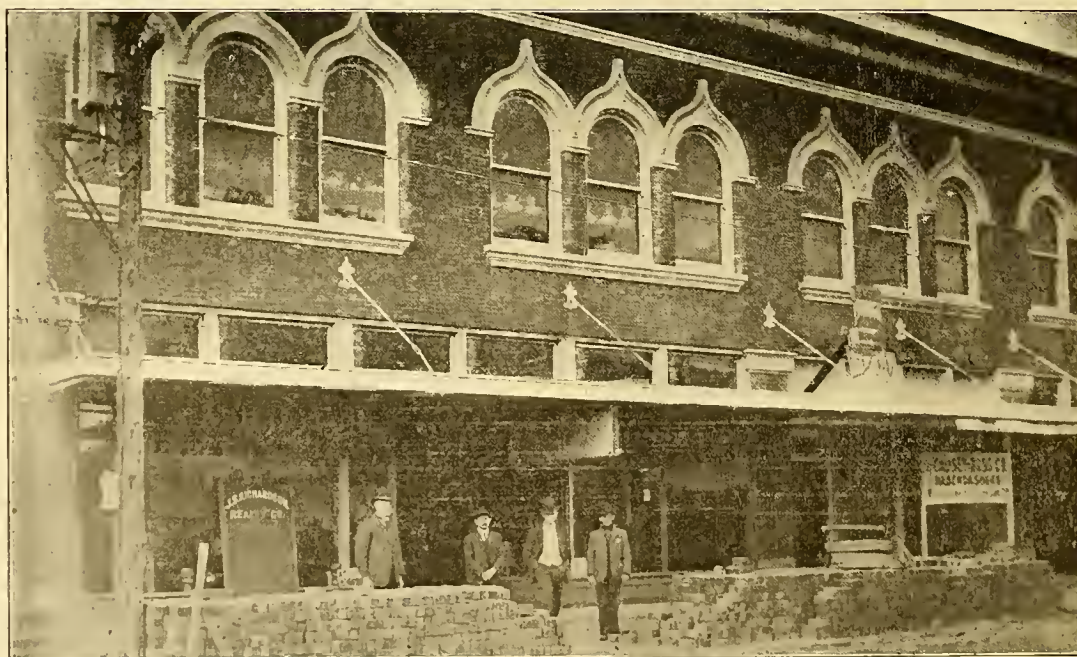


NEW BEACH HOTEL.



N. & F. HEWES BUILDING.

The Gulfport Commercial Union occupies the entire third floor of this building.



GULFPORT FURNITURE COMPANY—WHOLESALE AND RETAIL.

J. S. RICHARDSON AND R. L. GLASS, PROPRIETORS.

This store contains 13,200 square feet floor space.



SUMMER HOME OF CHANCELLOR T. A. WOOD.

These grounds face the water front.



BEAUTIFUL BEACH HOME OF MR. CLEMENCEAU.



OAK HAVEN—RESIDENCE OF W. H. BOUSLOG ON BEACH.



BEACH HOME OF J. R. HILL, ON FRONT STREET.



BEACH RESIDENCE OF HON. H. D. MOORE, EX-MAYOR OF GULFPORT.



COUNTY TREASURER JOSEPH MURPHYS' HOME.



BEACH RESIDENCE OF MAYOR GEO. M. FOOTE.



BUNGALOW RESIDENCE OF J. D. HARDY.



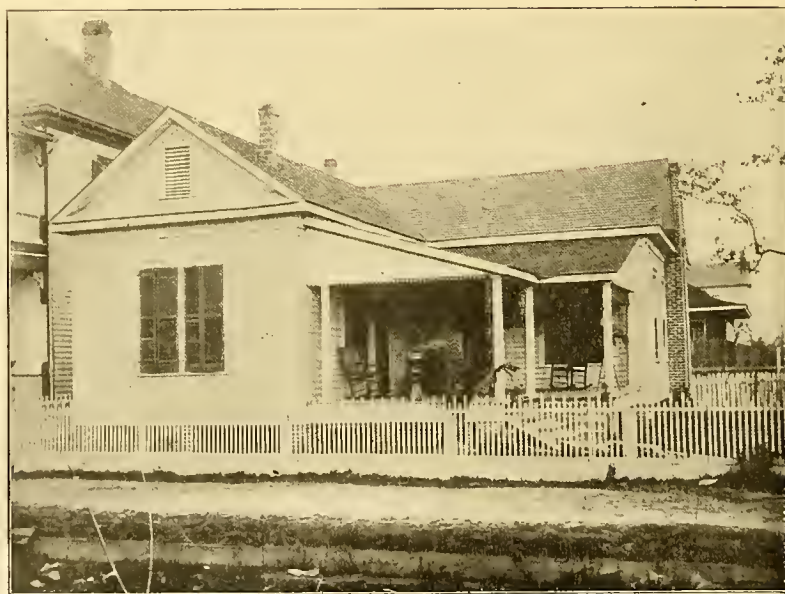
RESIDENCE OF S. R. BRASELTON.



RESIDENCE OF B. C. COX, ON THORNTON AVENUE.

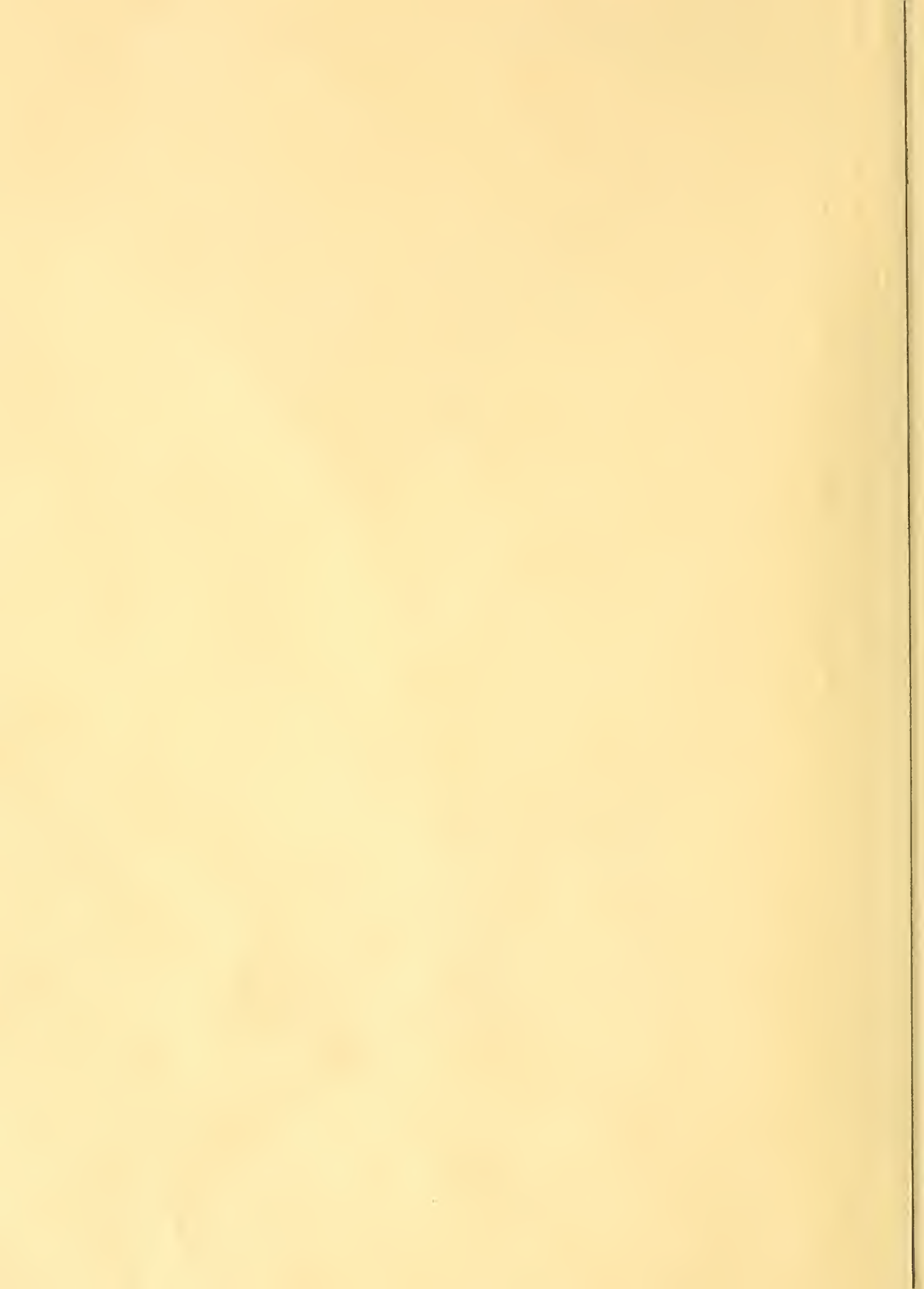


BEACH RESIDENCE OF F. B. HEWES.



RESIDENCE OF B. C. LAWLER.

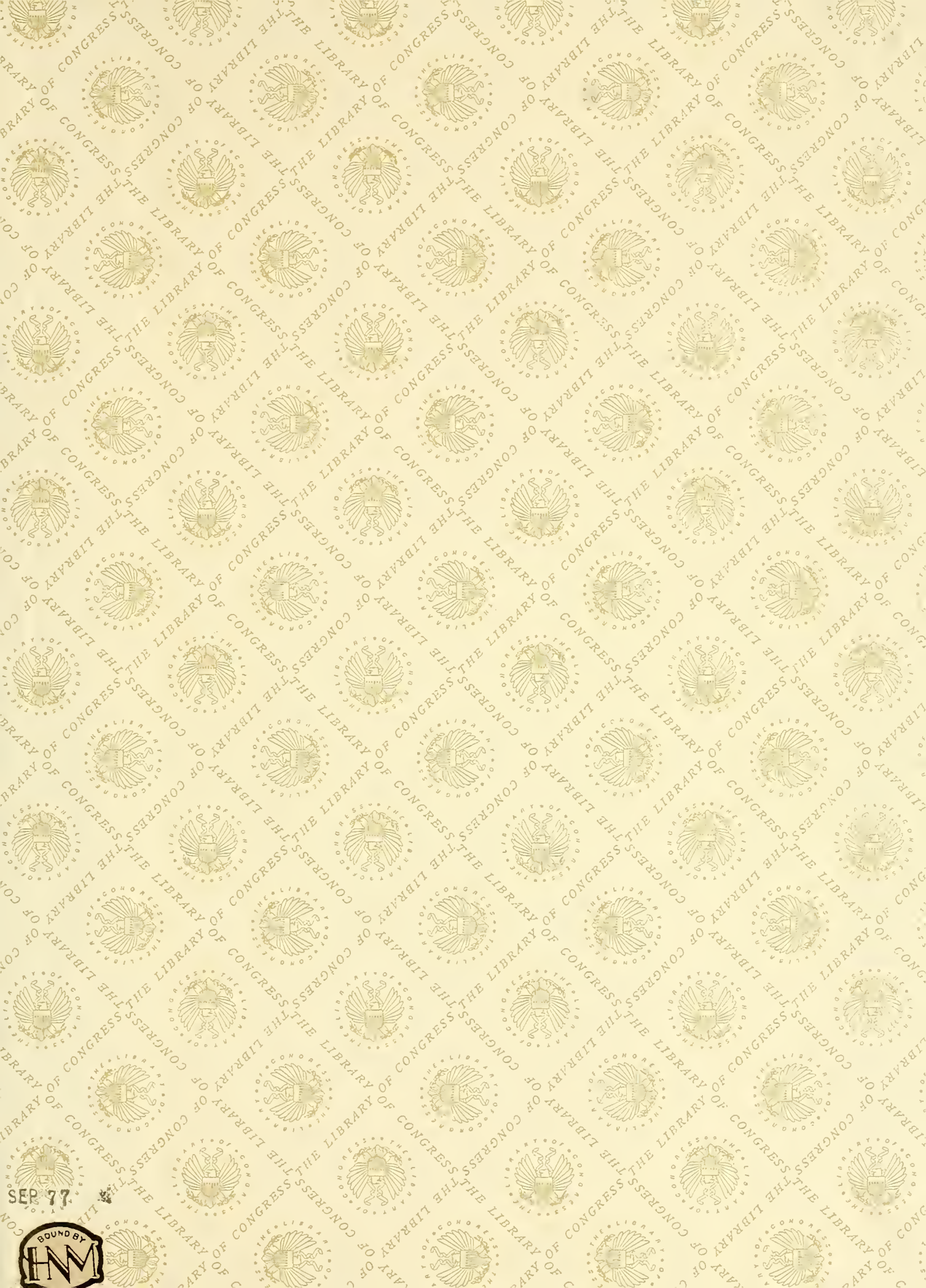
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MISSISSIPPI
MADE BY MISSISSIPPI ABSTRACT
TITLE AND GUARANTY CO.
M. P. BOUSLOG GEN. MGR.
GULFPORT, HATTIESBURG,
JACKSON, SHANTON
AND LEAKESVILLE





SEP 77





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